

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4525.

日六初月三年十三緒光

THURSDAY, APRIL 21, 1904.

四年禮

號一廿月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,310,000

Head Office: -YOKOHAMA.

Branches and Agencies.

KOBE.
FUKUOKA.
NAGASAKI.
LYONS.
SAN FRANCISCO.
BOMBAY.
TIENSIN.
PEKING.
Kobe.
LONDON.
NEW YORK.
HONOLULU.
SHANGHAI.
NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2 per cent.

On fixed deposits for 1 week at 1 per cent.

On fixed deposits for 1 day at 1/2 per cent.

On fixed deposits for 1 hour at 1/4 per cent.

On fixed deposits for 1/2 hour at 1/8 per cent.

On fixed deposits for 1/4 hour at 1/16 per cent.

On fixed deposits for 1/2 day at 1/32 per cent.

On fixed deposits for 1/4 day at 1/64 per cent.

On fixed deposits for 1/8 day at 1/128 per cent.

On fixed deposits for 1/16 day at 1/256 per cent.

On fixed deposits for 1/32 day at 1/512 per cent.

On fixed deposits for 1/64 day at 1/1024 per cent.

On fixed deposits for 1/128 day at 1/2048 per cent.

On fixed deposits for 1/256 day at 1/4096 per cent.

On fixed deposits for 1/512 day at 1/8192 per cent.

On fixed deposits for 1/1024 day at 1/16384 per cent.

On fixed deposits for 1/2048 day at 1/32768 per cent.

On fixed deposits for 1/4096 day at 1/65536 per cent.

On fixed deposits for 1/8192 day at 1/131072 per cent.

On fixed deposits for 1/16384 day at 1/262144 per cent.

On fixed deposits for 1/32768 day at 1/524288 per cent.

On fixed deposits for 1/65536 day at 1/1048576 per cent.

On fixed deposits for 1/131072 day at 1/2097152 per cent.

On fixed deposits for 1/262144 day at 1/4194304 per cent.

On fixed deposits for 1/524288 day at 1/8388608 per cent.

On fixed deposits for 1/1048576 day at 1/16777216 per cent.

On fixed deposits for 1/2097152 day at 1/33554432 per cent.

On fixed deposits for 1/4194304 day at 1/67108864 per cent.

On fixed deposits for 1/8388608 day at 1/134217728 per cent.

On fixed deposits for 1/16777216 day at 1/268435456 per cent.

On fixed deposits for 1/33554432 day at 1/536870912 per cent.

On fixed deposits for 1/67108864 day at 1/1073741824 per cent.

On fixed deposits for 1/134217728 day at 1/2147483648 per cent.

On fixed deposits for 1/268435456 day at 1/4294967296 per cent.

On fixed deposits for 1/536870912 day at 1/8589934592 per cent.

On fixed deposits for 1/1073741824 day at 1/17179869184 per cent.

On fixed deposits for 1/2147483648 day at 1/34359738368 per cent.

On fixed deposits for 1/4294967296 day at 1/68719476736 per cent.

On fixed deposits for 1/8589934592 day at 1/137438953472 per cent.

On fixed deposits for 1/17179869184 day at 1/274877906944 per cent.

On fixed deposits for 1/34359738368 day at 1/549755813888 per cent.

On fixed deposits for 1/68719476736 day at 1/1099511627776 per cent.

On fixed deposits for 1/137438953472 day at 1/2199023255552 per cent.

On fixed deposits for 1/274877906944 day at 1/4398046511104 per cent.

On fixed deposits for 1/549755813888 day at 1/8796093022208 per cent.

On fixed deposits for 1/1099511627776 day at 1/17592186044416 per cent.

On fixed deposits for 1/2199023255552 day at 1/35184372088832 per cent.

On fixed deposits for 1/4398046511104 day at 1/70368744177664 per cent.

On fixed deposits for 1/8796093022208 day at 1/140737488355328 per cent.

On fixed deposits for 1/17592186044416 day at 1/281474976710656 per cent.

On fixed deposits for 1/35184372088832 day at 1/562949953421312 per cent.

On fixed deposits for 1/70368744177664 day at 1/1125899906842624 per cent.

On fixed deposits for 1/140737488355328 day at 1/2251799813685248 per cent.

On fixed deposits for 1/281474976710656 day at 1/4503599627370496 per cent.

On fixed deposits for 1/562949953421312 day at 1/9007199254740992 per cent.

On fixed deposits for 1/1125899906842624 day at 1/18014398509481984 per cent.

On fixed deposits for 1/2251799813685248 day at 1/36028797018963968 per cent.

On fixed deposits for 1/4503599627370496 day at 1/72057594037927936 per cent.

On fixed deposits for 1/9007199254740992 day at 1/144115188075855872 per cent.

On fixed deposits for 1/18014398509481984 day at 1/288230376151711744 per cent.

On fixed deposits for 1/36028797018963968 day at 1/576460752303423488 per cent.

On fixed deposits for 1/72057594037927936 day at 1/1152921504606846976 per cent.

On fixed deposits for 1/144115188075855872 day at 1/2305843009213693952 per cent.

On fixed deposits for 1/2805843009213693952 day at 1/4611686018427387904 per cent.

On fixed deposits for 1/5223686036854787804 day at 1/9223372036854787804 per cent.

On fixed deposits for 1/10447372073709575608 day at 1/18444744073709575608 per cent.

On fixed deposits for 1/20894744147419151216 day at 1/36889488147419151216 per cent.

On fixed deposits for 1/41789488294838302432 day at 1/73778976294838302432 per cent.

On fixed deposits for 1/83578976589676604864 day at 1/147557952589676604864 per cent.

On fixed deposits for 1/167157953179353209728 day at 1/295115905179353209728 per cent.

On fixed deposits for 1/334315906358706419456 day at 1/590231810358706419456 per cent.

On fixed deposits for 1/668631812717412838912 day at 1/1180463620717412838912 per cent.

On fixed deposits for 1/1337263625434825677824 day at 1/2360927241434825677824 per cent.

On fixed deposits for 1/2674527250869651355648 day at 1/4721854482869651355648 per cent.

On fixed deposits for 1/5349054501739302711296 day at 1/9443708965739302711296 per cent.

On fixed deposits for 1/10698109034678605422592 day at 1/18887417931478605422592 per cent.

On fixed deposits for 1/21396218069357210845184 day at 1/37774835862957210845184 per cent.

On fixed deposits for 1/42792436138714421690368 day at 1/75549671725914421690368 per cent.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
GOLD \$7,997,173.37—about £1,640,000.
CAPITAL AND SURPLUS—AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK, COMPTON NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VEAUX ROAD CENTRAL.
CHARLES R. SCOTT, Manager.

Hongkong, 14th December, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above Places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/4 per Annum Fixed Deposits for 3 months.

1/2 " " " 6 " "

3/4 " " " 12 " "

1 " " " 18 " "

1 1/4 " " " 24 " "

1 1/2 " " " 30 " "

1 3/4 " " " 36 " "

2 " " " 42 " "

2 1/4 " " " 48 " "

2 1/2 " " " 54 " "

2 3/4 " " " 60 " "

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14 1/4 " " " 336 " "

14 1/2 " " " 342 " "

14 3/4 " " " 348 " "

15 " " " 354 " "

15 1/4 " " " 360 " "

15 1/2 " " " 366 " "

15 3/4 " " " 372 " "

16 " " " 378 " "

Mails.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON, &c.	BENGAL G. Phillips.	April 23rd, Noon.	See Special Advertisement.
SHANGHAI	CHUSAN W. B. Palmer, R.N.R.	About 24th April	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN J. D. Andrews, R.N.R.	About 27th April	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	PERA A. L. Valentini.	About 2nd, May	Freight.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th April, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at OIBALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
PRINZ HEINRICH	WEDNESDAY, 27th April.
RAYERN	WEDNESDAY, 25th May.
OLDENBURG	WEDNESDAY, 8th June.
SACHSEN	WEDNESDAY, 22nd June.
ZIETEN	WEDNESDAY, 6th July.
SEYDLITZ	WEDNESDAY, 20th July.
ROON	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 31st August.
PRINZ HEINRICH	WEDNESDAY, 14th September.

ON WEDNESDAY, the 27th day of April, 1904, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 13th April, 1904.

AGENTS.

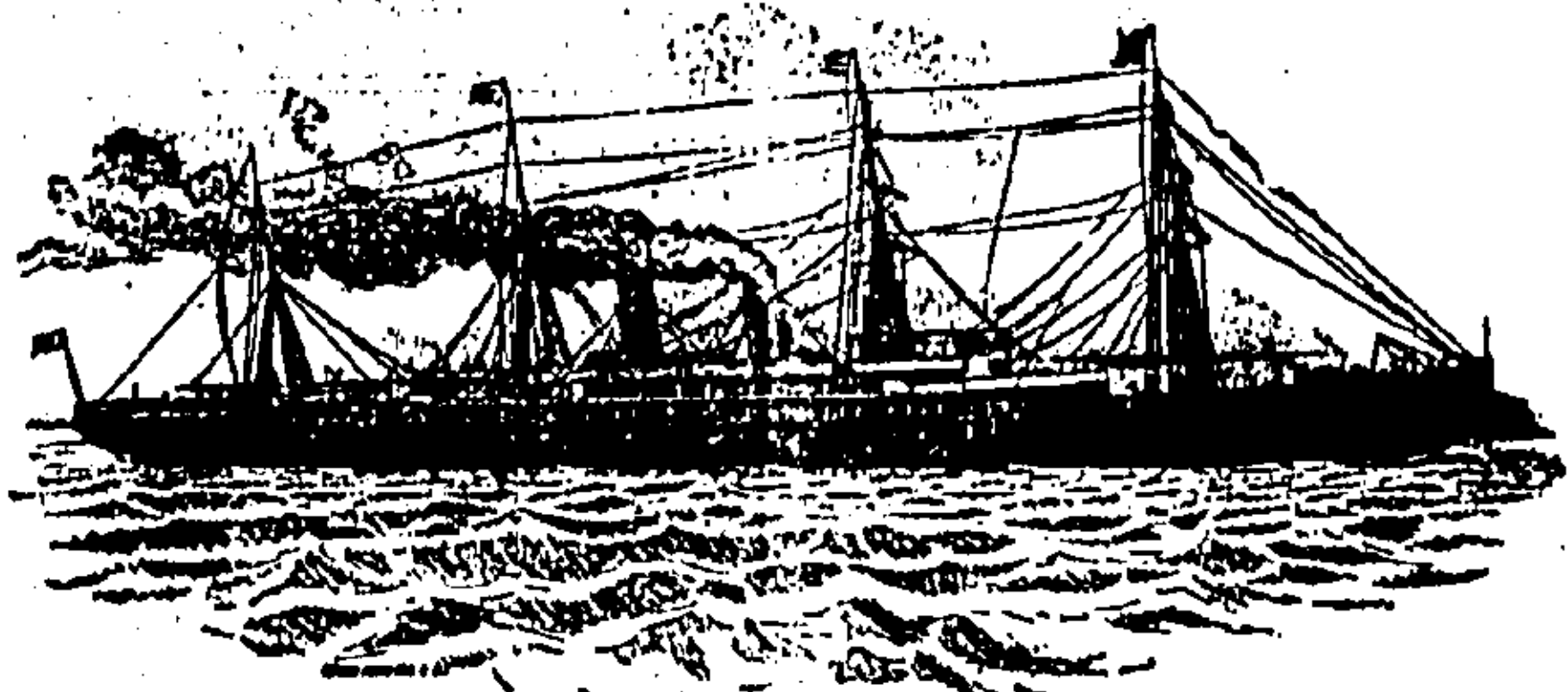
Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons...	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"CHINA"	5,060 "	TUESDAY, 28th June, at Noon.
"DORIC"	4,784 "	SATURDAY, 9th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

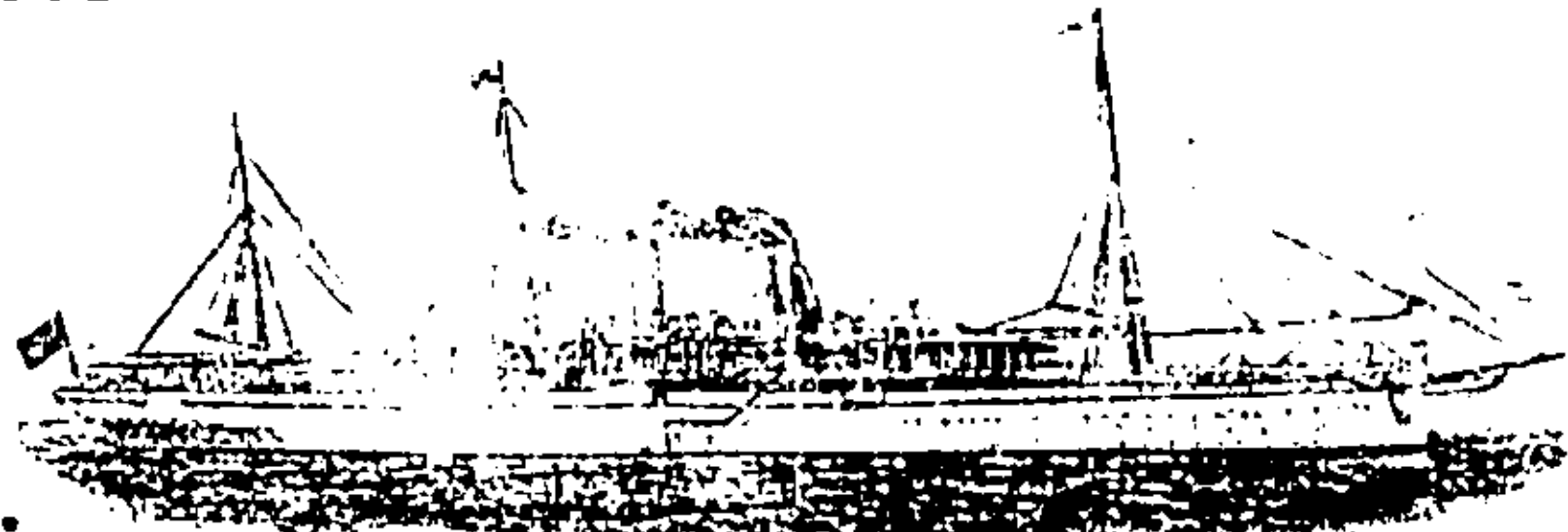
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.
For further information as to Passage and Freight apply to the Agents of the Companies, Queen's Building.

Hongkong, 16th April 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	5,000 Tons.....	WEDNESDAY, 20th April.
"ATHANIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	5,000 "	WEDNESDAY, 11th May.
"TATAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	5,000 "	WEDNESDAY, 1st June.

Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 62s.
Hongkong to London, Intermediate on

Steamers, and 1st Class Rail 44s. 42s.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

Hongkong, 6th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and LIVERPOOL; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	25th April. Freight.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	31st May. Freight and Passengers.
SEGQVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 19th April, 1904.

GO TO THE

KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,303 tons.....	Captain R. D. Thomas.
"FOWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,200 "	W. A. Valentine.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,098 tons..... | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons..... | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons..... | Captain B. Branch. || "NANNING" | 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 2nd April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	SPORE & JAVA PORTS	First half of May
TJILA (JAP.)	JAVA & MACASSAR	Second half of April	JAPAN	Second half of April
TJIMA (JAP.)	JAVA & MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

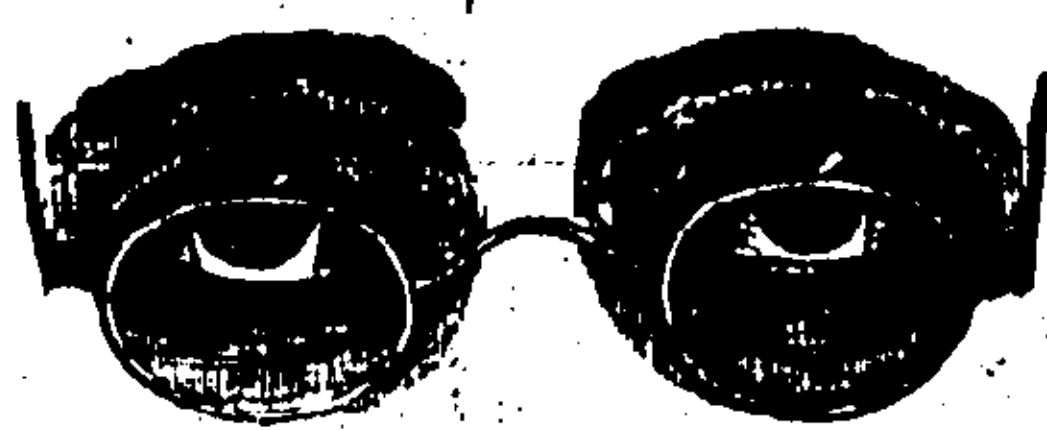
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1902.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. D. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[3]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY
PER CENT. upon contributions for the
year 1903 has been declared.

WARRANTS will be issued on the 4th May.

By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 14th April, 1904.

[512]

**SAVARESSE'S
SANDAL
CAPSULES**

Not made of Guttapercha, most efficacious, because
absolutely pure English Oil.

Full directions. All Chemists.
Insist on Savarasse's.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR,
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 15th December, 1903.

NOTICE.
HONGKONG GENERAL CHAMBER OF
COMMERCE.

THE ANNUAL GENERAL MEETING
of MEMBERS of the Hongkong General
Chamber of Commerce, will be held on WED-
NESDAY, the 27th April, 1904, at 3.30 P.M.,
at the Chamber Room, City Hall, for the pur-
pose of receiving the Committee's Report and
Accounts for the year ended 31st December,
1903, electing the Committee for the ensuing
year and transacting general business.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 18th April 1904.

[522]

LEVY HERMANOS
DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Agents for "OMEGA" WATCHES.
"OMEGA" is the best, THREE YEARS'
guarantee given to every purchaser.
20, QUEEN'S ROAD,
Watson's Building.

50) [523]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAP-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

[11]

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 11
ICE HOUSE ROAD.

It is now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 15th September 1903.

[12]

Sanitas

Unparalleled
Purifying Agent
and is
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is a powerful and permanent
disinfectant and purifier. It is
used in all cases of cholera, typhoid,
dysentery, and all other diseases
communicated by contact with
contaminated objects.

"Sanitas" Disinfecting Powder
is the best of all disinfectants, and is
used in all cases of cholera, typhoid,
dysentery, and all other diseases
communicated by contact with
contaminated objects.

"Sanitas" Emulsion
is a powerful and permanent
disinfectant and purifier. It is
used in all cases of cholera, typhoid,
dysentery, and all other diseases
communicated by contact with
contaminated objects.

"Sanitas" Emulsion
is a powerful and permanent
disinfectant and purifier. It is
used in all cases of cholera, typhoid,
dysentery, and all other diseases
communicated by contact with
contaminated objects.

Intimations.

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%

owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late

Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTI-

FRICE. In the early days of the Colony the

public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 354.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

THE PHARMACY,
FLETCHER & Co.,

房藥 14, QUEEN'S ROAD CENTRAL. 法中
Hongkong.

FOR DIARRHŒA, CHOLERA
AND
BOWEL COMPLAINTS SUFFERERS

should procure a Bottle of

GRIMAULT'S BISMUTH CREAM.

Two Doses invariably check the most
severe cases and give immediate relief from
Pain.

PRICE PER BOTTLE \$1.75.

A. STEVENSON,

Chemist,

Registered by the Pharmaceutical Society.

Hongkong, 19th April, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road,
and should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to
The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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additional \$1.00 per quarter is charged for postage.
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world is 50 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 21, 1904

PAN-MONGOLISM.

As the war progresses, each week bringing with it news of some new success for Japan, and the vaunted reputation of Russia's might crumbles away like the sand dunes before the first breath of the sirocco, so, co-ordinately, the rabid ravings of the St. Petersburg press range the entire gamut of literary hysteria. At the beginning there was, in the Muscovite journals, no question of Russia's ultimate success in the present struggle, and columns of insult were heaped daily upon the impudent foeman who had dared to attack the power of the Tsar. Since, however, the inspired sheets have adopted a more plaintive tone and Europe is informed that, a victorious Japan may result in the raising of a modern *Frankenstein*, which, fostered by the sympathetic connivance of certain Powers, will some day turn and bring down destruction upon their heads. As might well be expected, the Yellow Peril fever has made rapid progress with a certain section of the Parisian press, several of the nationalist journals drawing harrowing pictures of a Sino-Japanese invasion of Europe, outcome of the defeat of Holy Russia. A military contributor to the *Leipziger Allgemeine*, issues a note of warning against Japan. He is of opinion that if this country emerges victorious from the campaign France will soon have to deal with her in connection with her Indo-Chinese possessions. He goes so far as to say that all those acquainted with Far Eastern affairs are convinced that Japan eagerly desires to seize them. Another, M. Louis Barthou, in a letter to the *Republique Française* sets forth the reasons why, in his opinion, France should be grateful for her alliance with Russia, and observes that "the victory of Japan would soon lead to new and formidable conflicts. What would become of our possessions in Indo-China?" The childish absurdity of such statements is hardly a flattering proof of the knowledge of political geography possessed by these gentlemen. From them one would imagine that the colonies of France in Eastern Asia were next door to Japan, whereas no less a distance than 1,600 miles exists, by sea, between the two nearest points in these countries. Overland, the whole of southern China and the Yellow Sea intervenes between the Island Empire and the frontiers of the French colonies; surely no mean buffer state this. A complaint from Roumania that England had designs on her integrity would be just about as logical. Such arguments, provoked by the pro-Russian sympathies of our neighbours and the proverbially brilliant creative powers of Parisian imagination, do not carry conviction and are not worthy of serious consideration, otherwise than as remarkable productions of versatile literary talent. The Yellow Peril as a future menace to Europe might, did certain conditions exist, have some *raison d'être*; that is if the race origin of the inhabitants of China and Japan was the same, if it were possible to reform the present system of government in the Celestial Empire without destroying the existing dynasty, and on the condition that the teeming millions of China were of a homogeneous stock. Two of these conditions do not exist and the third is next door to the impossible. The origin of the Japanese people is wrapped in mystery, though the generally accepted theory is that they are a branch of the Malay family. Certain it is that there is no more remarkable phenomenon with regard to Eastern Asia than the contrast in race and character of the inhabitants of China and Japan. Possessing a civilization dating back to the remotest antiquity and a code of moral philosophy alike admirable and effective, these two races have ideals which are opposite in the extreme. Japan has adopted Western theories in the administration of her government, the organisation of her army and navy and conduct of her trade. China retains and cherishes, as of yore, that restrictive system of exclusiveness which until three centuries ago formed an effective barrier between her and the other nations of the world. The Japanese have always been a warlike people. The use of arms, the art of self-defence, hold the place of honour in the tendencies of the race, therefore the

national pride and ambition of Japan are developed to an admirable degree. With the Chinese we have none of this. The teachings of Confucius have produced political indifference, deadened all national traits and diverted the ambitions of the people in the direction of self-interest. Instead of national pride we find an air of assumed superiority over the barbarian, and secure in the situation thus arrogated to himself the celestial devotes all his efforts to the furthering of his own ends. He possesses no patriotism; all his interests are self-centred. Consequently, nepotism, venality and corruption are general, and are in fact accepted as logical—national honour and morality are non-existent. Japan is by no means an object of affection to China and never will be. It may be that the Celestial possesses a sneaking and astonished admiration for the brave little nation that has dared to challenge the land-grabbing Colossus, before whom he himself has been cringing and reeling for close upon four hundred years, but that is all. Did a victorious Japan make an attempt to reorganise the government of the middle Empire, and import a sense of honesty into its administrative methods, and to restrain the rapacity of the mandarins, the Chinese would undoubtedly consider any such effort as an attempt to sap the foundations of their empire, and risings, provoked by the corrupt classes, would be general all over the country. Besides, China has neither forgotten, nor forgiven, the crushing defeat inflicted in 1895, and, beneath a veneer of servile admiration, she hides as deep a hatred of the Japan of today, led by H.I.M. Mutsu Kito, as she possessed for that nation when directed by the victorious Hideyoshi in the sixteenth century. Japan will probably and it is our cherished hope, vanquish Russia, but she will never dominate China as a united empire, because China is completely deficient in those elements which go to make a homogeneous nation. It is true that, in its inwardness, the Oriental mind is so different from that of the European that it is no easy task to fathom its manner of thinking, also, as an Eastern Power, it is impossible to gauge Japan from a standpoint of Western ideas. The ulterior aim of that nation must remain as yet unknown, perhaps even to herself, but the probability of her ever being able to obtain such an influence over China as would enable her to infuse a national spirit into that inert, chaotic community forming its population and induce that people to join in an attempted conquest of Asia and perhaps Europe, is too absurd to merit serious attention. Such theories are worthy only of the professional alarmist, or may serve as a useful factor in the political programme of Russian diplomacy. At the opening of the present struggle Japan solemnly declared to the world that she was undertaking the war without any desire of territorial aggrandisement. The honesty of purpose with which she has abided by her past agreements give no cause for us to doubt her sincerity. It is not improbable, however, that the force of circumstances occasioned by her becoming victorious may force Japan into establishing a protectorate over Korea and our own action in Egypt might well serve as a parallel example of a similar situation.

LOCAL AND GENERAL.

THE Italian cruiser *Marco Polo* arrived here this morning from Singapore.

A BODY has been found in a locked box behind a latrine at Mongkok, and on examination that it was a plague infected body.

IT is reported from Moji that Captain Ota and Naval Engineer Shibata have returned from Korea. These officers report that almost everything belonging to the *Varyag* has been recovered, with the exception of the heavy guns.

A JAPANESE has opened negotiations with Messrs. Illies & Co., in Yokohama, to purchase the German steamer *Tesla* of 1,800 tons for 120,000 yen, to be used on the North China line for bringing shipments of beans from Newchwang.

THE Straits Currency Note Issue has produced in the five years it has been in existence the sum of 1,082,900. Interest almost entirely forms the income amounting to \$188,893 last year. The expenditure (except in the first year) averages about \$30,000. It would seem therefore that the profit on last year's working was about \$150,000.

SOME sugar import merchants in Yokohama are reported to have sent telegraphic instructions to captains of vessels carrying sugar to call at N. G. Saki or Kobe as quickly as possible to escape the imposition of war tax. It is reported that vessels which are unable to call at either port before the enforcement of the taxation measure will be instructed to call at Formosan ports and land their cargoes there.

THE *Shanghai Times* states that there is a persistent rumour in well-informed circles to the effect that the British Government has arranged with the Portuguese Government for the surrender of Goa, on the eastern coast of Malacca, (sic) and the port of Macao, in exchange for certain territorial concessions in the b. undaries of Portuguese South Africa. Our Northern contemporary gives no authority for the statement.

The general agent of the Shanghai Sumatra Tobacco Co. Ltd. has received the following telegraphic advice from the Deli Maatschappij, Amsterdam:—"Sold 300 bales tobacco at Glds 2.44"

As a result of the increased taxes on sweetmeats, the price of sugar commodities in Kobe has already gone up. Confectionery and sweets are now becoming dear, and in this way the little mint with five tin to spare must pay his contribution to the war fund of the nation.

MR. Warwick Peckham a ten minutes' lecture on the "Up-to-date" Shorthand at the Queen's College this morning in the presence of Dr. Bateson Wright, the Head Master, and a number of scholars; the boys quickly grasped the alphabet and wrote on the board various words. The same lecture was given yesterday at the Belhous Public School, with a similar success, over 100 pupils taking up the study.—*Continued*

By kind permission of Lt. Col. Tremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 22nd April (weather permitting):—

March "March de Turenne" Godard
"Mim" Clarke
"The Toreador" Garry and Macdonald
"Lone Wolf" Garry and Macdonald
"Three Little Maids" Macdonald
"The Blue Danube" Strauss
"The March of the Waves" Hallon
"God save the King."

SIR ROBERT HART AND THE
LAND TAX.

Mr. W. E. Mackinnon writes to the *Shanghai Mercury* as follows:—

I have read with great interest Sir Robert Hart's method of raising revenue for China. His advice is consistent with Chinese thought from the most ancient times. The great Emperors Yao and Shun used the method of dividing the land into districts of nine squares of 100 mu each, the crop of the centre square being reaped by the people as a tax. The burden of Mencius' plea for reform is a return to the ancient plan. This was a tax on the value of the land and not so much per mu.

In the town a site tax was levied and no other property or house tax. A land tax should appeal to the Chinese.

It should be a tax on land values or on rent, not on mere land area, 20 cash a mu levied on all land would limit the margin of cultivation. Some land hardly will produce as much as 20 cash an acre without a good outlay of capital. The 200 cash an acre would throw much of the poorer land now cultivated out of use. This would greatly lessen the wealth production of the whole country.

A tax on land value or rent has no such fault. The heaviest tax would fall on city and mine lands. If China develops, her city lands will greatly rise in value, and even J. S. Mill allows that such increment belongs to the state. With the opening of mines a great source of revenue is at once made available.

If average wheat land in China produces from one to two bushels per mu, city and mine lands produce a hundred and a thousand fold of other forms of wealth. It would be unfair to expect the farmers to pay the whole tax of the country and city lands and mines to escape. The land of New York City is worth about three billions which at 4 per cent. would give a tax of 120 millions. The land value of Shanghai is at least 15,000,000,000 which at 4 per cent. would yield 600 million taels. Farm land is worth from \$10 to \$40 an acre, city lands \$1,000 to \$10,000 an acre; and mine lands from \$100 to \$100,000 an acre. A land tax to suit China should be a percentage on the value of the land not to per cent as the ancient Chinese used to pay but about 4 per cent and the poorer lands should have no tax at all. This would encourage the tilling of such lands and thus increase wealth production. The Chinese landlords understand this principle as does the government. In opening up waste land neither tax nor rent is charged for the first three years. All economists agree that a tax on rent cannot be shifted, and the landlord must pay it himself. A tax on land according to area would hurt mainly the small farmer and cause discontent. Viceroy Liu just before his death was thinking about taxation, and a certain foreigner proposed to him that the house tax should be modified and the tax levied on the lot instead of on the house. This would tax vacant lots as well as those built on, and the result would be that vacant lot owners would be hurt and either build or yield to some one that would build, thus lowering rents. Proclamations could be put out showing that a lot tax was in imitation of the ancient classical methods and gain the literati to support the measure. If a tax of 200 cash an acre not touching mines and city lots, would yield 420 millions; if the average value of farm lands is 35, 200 cash would be about 4 per cent. If 4 per cent is the rate on farm lands, then 4 per cent is a fair rate for city and mine lands. This tax on mine and city lands should produce at least another 400 millions and perhaps 600 millions as the country improves, 400 millions is not enough money to run the expenses of China, and the small salaries suggested by Sir Robert for the officials would I fear not lead them out of the temptation to pick and steal. With the increased revenue I suggest they might be saved much temptation.

THE MARITIME DEFENCE OF
TOKIN.

One of the two French submarines now on their way out to the Far East will probably be stationed at Hongkong. The French cruiser *Montcalm* and *Gueydon* and a destroyer are now lying in Halong Bay. It is stated that these vessels will be stationed there for the defence of Hongkong and Haiphong.

A firm of shipwrights in Haiphong have been approached by the French Government with a view of acquiring, if it be possible, to construct at that port several torpedo boats similar to those turned out by the Arsenal at Saigon. The firm in question replied affirmatively and has already supplied the authorities with plans and tenders.

AN EXCUSE THAT FAILED.

BANKRUPT COMMITTED FOR CONTEMPT.

"If he thinks he can play fast and loose with this Court he makes a mistake." So said the Chief Justice this morning when he presided, in the Supreme Court, over the hearing of an application, by Mr. J. Hays, of Messrs. Johnson, Stokes and Master, on behalf of the Official Receiver, for the punishment of a debtor for contempt of Court, and that the man should be adjudged bankrupt. The grounds on which the application was made were that the debtor was ordered to make out and give to the Official Receiver a statement of his affairs. This had not been done and, continued Mr. Hays in plain fact, before the Court, apparently he left the Colony and, he believed he was right in saying, he had not returned; at least, he was not aware that he had.

His Lordship asked whether the debtor had had notice of the application, and Mr. Hays replied in the affirmative, adding that it was not stated that the notice was to be served personally. "I only wanted to side a man who is not here," said the Chief Justice, "for I do not like to commit a man unless I hear what he has to say for himself. However, I shall adjudge him a bankrupt, and the only question is as to the punishment to protect the Court. He does not choose to come here now does he choose to send any excuse for his absence?"

Mr. Hays:—Perhaps your Lordship would not mind letting him be called.

His Lordship:—Yes, have his named called.

The named of Lau Tuk Sam echoed three times throughout the Court, and much to everyone's surprise there was a rustle among the few occupants of the public benches and a blue robed Chinaman stepped forward as though the application before the Court had no interest for him in the least.

Addressing him, the Chief Justice said:—Why have you not filed your statement of affairs as required by the Act?

Debtor:—I have done it; I brought all the account books in.

Mr. Bruce Shepherd:—He has filed no statement of affairs and given no assistance at all.

His Lordship (to debtor):—Have you been away since the order was made?—I went back to the country.

What business have you to go to the country? You came here to be made a bankrupt, and then amuse yourself in this sort of fashion.—My grand-mother died.

I never knew a Chinaman who did not have a convenient relative die. The first duty you have to do is to show proper respect to the Court. You have actions brought against you, and, instead of being in gaol as you ought to be, you ask to be made a bankrupt and have the actions stayed against you. You have never done that, or have you done your duty to anybody. You simply walk off into China. Why did not you ask the permission of the Official Receiver?—I did not understand.

You cannot go anywhere you like. If my grand-mother died and I wanted to go away I should have to get permission. You think you can do whatever you please in Hongkong.—I do not understand the law.

You understand perfectly well about all these things. You are a most insolent man. Why did not you attend the first meeting of creditors on 8th April?—I did not know of it.

Very well, I commit you for contempt of Court, and when you have done all the things required you can come and ask to be let out. (To Mr. Hays). The best thing is to send him to gaol and have him up on *habeas corpus* when you want him. Let him be taken off to gaol; he thinks he can play fast and loose with this Court, but he makes a mistake.

Turning to the debtor, his Lordship, with the preliminary observation, "You have first of all to obey the law," proceeded to explain exactly what a debtor has to do.

Debtor:—All my books were brought into the Court.

His Lordship:—Then do you expect anybody else to do them for you, while you go to the country to amuse yourself?—I did not know.

What do you think would happen to you in your own country, supposing you could not pay money you owed. You would be put in gaol. What would happen to you?—I do not understand Chinese law at all.

No. They have got a way of making you understand it very quickly.—I think the English laws are the best.

During subsequent discussion, Mr. Bruce Shepherd said he understood the man had a lot of money, and was a wealthy man in China. One of the partners of the firm to which he belonged told him (the Official Receiver) he had gone away.

His Lordship:—I commit the man, and he had better try to purge his contempt by behaving properly and giving what assistance the Official Receiver requires.

Mr. Bruce Shepherd:—One of the creditors tells me he applied to the Chinese magistrate where he believed he was for his arrest, but the magistrate stated that he (the debtor) was a British subject, and he could not interfere with him. Probably, it is on account of the proceedings in China he is here just in time to be caught.

His Lordship (to debtor): Where were you born?

Debtor:—In Hongkong.

You speak English pretty well too.—I cannot speak very well.

Let him be taken to gaol.

Debtor:—Won't you permit me to remain outside of the gaol to assist the Official Receiver?

His Lordship: There is not the slightest doubt about it that if I let you out you would go off again and laugh at me?—I would not do so, my Lord.

No, I won't give you an opportunity. (To the usher). Take him off.

His Lordship, adjudged, the debtor a bankrupt, and appointed Mr. Bruce Shepherd Official Receiver.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Present:—The President (Hon. Dr. J. M. Atkinson, P.C.M.O.), Mr. P. Jones, (Vice-President), Mr. Ahmet Rumjahn, Hon. A. W. Brown, Dr. Pearce (Acting M. O. H.), Dr. Barnett (Assistant M. O. H.), Col. Webb, Mr. F. J. Bodeley, Mr. Fung Wa Chun, Mr. E. A. Hewitt, and Mr. T. A. Hammer, Acting Secretary.

The minutes of the previous meetings were confirmed.

SANITARY SURVEYOR'S REPORT.

The Sanitary Surveyor's report for the first quarter of 1904 was submitted to the members of the Board.

DRAINAGE.

Plans were deposited and passed during the quarter for the drainage of 104 houses, and plans for 211 houses were carried forward from 1903, making a total of 315, in 40 of which the drainage has been completed.

Notice for repairs to drains in 46 houses were received and 58 carried forward from 1903, being a total of 104. Of these 5 have been completed.

C. RIFICLES WERE GRANTED FOR 38 NEW HOUSES

under Ord. 13 of 1901 to the effect that they have been constructed in accordance with the provisions of the Ordinance.

The drains in 446 houses were inspected and 448 minor drainage nuisances were discovered, notices to owners and occupiers being served in each case. 82 nuisances were reported to the M.O.H. and 88 to the Hon. D.P.W. to be dealt with by them. 254 choked drain traps on private property have been cleansed by the drainage inspectors.

STATISTICS.

From the date of the public health ordinance respecting the drainage of houses in the colony, that is from 1889 to the end of 1903, plans have been received for 13449 houses, 12176 have been drained, 995 cancelled, 275 were carried forward and 5654 certificates have been granted. The Hon. E. Pollock, K.C., minutes that the item of 255 choked drain traps on private property is rather disquieting. The Hon. D. P. W. asked if this number was not above the usual average. Statistics were furnished showing that, during the first quarter of 1903, 792 drain traps on private property were cleansed by the drainage inspectors, 66 during the second, 420 during the third and 427 for the last quarter of the year.

THE DRAINAGE SYSTEM.

Further correspondence relative to the drainage system was circulated.

LIME-WASHING RETURNS.

The returns for the fortnight ending April 12th showed that in all 3,853 houses had been lime-washed, 192 exemptions had been granted and 46 prosecutions, on which fines amounting to \$174 had been imposed, had taken place.

Mr. A. Ramjahn intimated that these prosecutions should be avoided, the Board not being a prosecution Board. The less the public is exasperated the more likely the Board will be to secure co-operation in furthering its object. If owners of property were told by the sanitary inspectors that their premises had not been satisfactorily lime-washed they would cheerfully do the work again rather than be prosecuted.

Mr. Lau Chu Pak minutes that there should be a fixed standard with regard to the work required. If the Board officers are allowed to pass the work each according to his own interpretation of the law there will be endless prosecutions. As already pointed out, the designation "to the satisfaction of the Board" is too vague, and it is not fair that house-owners, who are perfectly willing to do the needful, should have to grope about and find out what the Board actually wants.

RAT RETURNS.

During the week ending April 18th, 578 rats more captured in the Colony, of which 5 were infected, being a percentage of 0.86.

FIRE BRIGADE EXHIBITION.

On the 29th inst. under the patronage of H. E. the Officer Administering the Government, the Fire Brigade will hold a contest and an exhibition on the ground at the back of the Koshing Theatre.

FIRE AT POKFLOOM STREET.

SMALL DAMAGES DONE.

Last evening fire broke out in No. 31, Pokfloom Street, a house occupied by Madam Guyon, who controls a furniture factory, and who is at present away in Manila. It happened that at about 6.30 p.m. some coolies working near the house saw smoke issuing from the window of the building, used as a warehouse for the furniture, and immediately called a policeman, who broke in the door and in the inner room saw a pile of straw mats burning, and the floor, leading to the next room, also smouldering. A few buckets of water put out the blaze, and the Fire Brigade was not called. It is believed that some vagrant must have made his way into the building, or left, and after lighting his pipe, dropped a match on the straw mat, and, seeing what he had done then made off. The damage, luckily, only amounted to some \$60.

SHIPPING AND MAILS.

MAILS DUE.

English (Chusan) 23rd inst.

American (Alcoa) 23rd inst.

Indian (C. Iherin, Apar) 25th inst.

Canadian (Tartar) 26th inst.

German (Prinz Heinrich) 26th inst.

German (Bayern) 27th inst.

American (Coptic) 29th inst.

Indian (Namsang) 31st inst.

Canadian (Empress of Japan) 6th prox.

American (Korea) 13th prox.

The P. & O. S. S. Co. will sail from Hongkong for Calcutta on the 23rd inst.

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TELEGRAMS.

(Reuter's.)

LONDON, 19th April.

The War.

St. Petersburg reports that there are only 600 yards between the Japanese outposts and the foremost Russian outposts on the islands in the Yalu.

Admiral Makaroff's widow has been granted a pension of 20,000 roubles.

Obituary.

The death of Major Burt of the Guards is announced from a carriage accident in Piccadilly.

LATER.

The Late Admiral Makaroff's Successor.

Admiral Skrydloff has arrived at St. Petersburg before proceeding to the Far East. He received an extraordinary popular ovation, and was conjoined to save the honour of the Navy.

The U.S. Presidential Election.

The Democratic State Convention of New York has nominated Justice Parker for the Presidency.

The Budget.

The Budget shows a deficit of £5,415,000. The estimated revenue of the coming year is £139,060,000 and the expenditure £143,880,000. The Chancellor of the Exchequer refuses to suspend the sinking fund, and proposes to realize a million's worth of unclaimed stock, to add one penny on the income tax, two pence on tea, an additional shilling on cigars, a shilling on cigarettes, a new rate of three shillings and three pence on tobacco stripped before importation, to raise the moisture limit to 32, and to introduce small drawbacks which it is hoped will increase the British export tobacco trade. £550,000 from these duties, £2,000,000 from income tax and £2,000,000 from the increase of 2d. on tea is anticipated. Sugar remains untouched.

OBTAINING GOODS BY FALSE PRETEXTS.

Chau Sui, a house boy employed at "Fair View," Tsing Tsui, was, this morning, charged at the instance of Inspector Langley, with obtaining goods by false pretences from the Anglo-American Store, at Elgin Road, Kowloon. Another Chinaman, Ho Huen, was charged as being an accomplice, in that he persuaded the first defendant to write a forged order for the goods. This order is as follows:—"I lease give me coolies 2 large York hams, 1 lb. best bacon, 2 Mrs. Boyd, 4 Lymount Road, Kowloon."

A comrade in the Anglo-American Store, testified that at 6.30 a.m. on the 20th inst., the defendant went to the store with a written order for ham and bacon, which were given him. Witness subsequently stopped the man and spoke to his master, and from information received, he caused the man's arrest.

Mr. F. H. Doolittle, proprietor of the Anglo-American Store, stated that on Monday last when he entered the store he found the order produced, but a lady was in the habit of sending such orders, witness not to be taken with a request to endorse it as genuine. The order was returned with the statement that it was a forgery, and a request that if the man appeared again he should be arrested.

Mrs. Boyd stated that she did not know the defendant; he was not her servant. The order shown was not in her writing, and she gave no authority to any one to write it. She dealt regularly at the store, always using a pass-book, and never sending cheques.

Indian Constable 716 gave evidence concerning the arrest of defendant, while a Chinese interpreter swore to a statement by defendant to the effect that the cheat was handed him by Ho Huen, who told him to take it to the store and get some things, and he would pay him 40 cents. He had taken cheques there before and got things and given them to Ho Huen. He did not know they were forgeries.

Sentence was deferred in order to secure his evidence in the case against Ho Huen.

Ho Huen's case was then proceeded with, Mr. P. W. Golding appearing for the defendant.

A house-boy to Captain Britton, at Elgin Road, Kowloon, recognized the hit shown as the one defendant gave him to take to the store. The defendant told him when he got the goods he was to take them to him (defendant) and he would be paid 40 cents. He had done the same thing before. He was always paid money for getting the things, 30 to 40.

Cross-examined by Mr. Golding, witness said he had known defendant for about a year and a half. About a month after he first knew defendant he was given a cheque to get goods for him and he got altogether about 10 hams, and about 25 lbs. of bacon. He had been to other stores with orders for the defendant. He thought the money he got was for his labour, and that the orders were all genuine. He did not think it strange that he should get as much as \$10 for carrying out the orders of the defendant.

Mrs. Boyd gave evidence, and Inspector Langley's case as to arresting the man, and searching the premises where he found a box, in which was writing similar to that on the orders.

The manager of Ah Yung & Co. stated that defendant was accountant in his shop, and could not write or speak English.

His words held that there was no sufficient evidence to convict on the word of an untried witness, and he would be obliged to discharge him. As regards the first defendant, Chau Sui, there were further charges of obtaining false documents on various dates, with intent to defraud various shopkeepers. He must go to six months' hard labour, with six months in the clink, and would be recommended for banishment.

THE WAR.

RUSSIAN HONOURS TO JAPAN'S DEAD.

On the 1st inst., a Russian destroyer, cruising outside the entrance to Port Arthur, picked up the corpse of a Japanese naval officer floating close to where the *Fukin Maru* was sunk on the night of the 27th ultimo. Death had evidently been caused by a deep wound in the head, probably from a shell splinter. Deceased was wearing an overcoat on either arm of which was broad gold badge of rank. A short Japanese sword was found in one of the pockets and suspended by a leather strap round the shoulders was a case containing a pair of marine glasses. The body was taken on shore immediately and interred the same evening with full military honours. The cortege was preceded by a naval band, and many officers from the ships and garrison, and numerous soldiers and sailors attended the funeral. It is stated at Tokio that the remains were probably those of the late Commander Hirose.

NEARING THE FRONT.

AFFAIRS AT PINGYANG.

Pingyang, 4th April.

Having been furnished with an official pass by Major Sumoto, the genial officer commanding the Commissary Department in Chinnampo, I took a small Korean launch for Pingyang, via the river. Light brown in colour and about three-quarters of a mile in width, the river is affected by the tide well above Pingyang, and we made good time on the flood tide in the little launch. In the immediate vicinity of Chinnampo the hills rise immediately from the water's edge and form well-defined banks.

Steaming through a rugged country, lightly timbered with small pines, we arrived at a small village named Banka-di, some thirty or forty miles up stream. This place marks the boundary for the launches, as above it there is a scarcity of water. Transferring to a small "whupan," about twenty-five feet in length, somewhat resembling the construction of Chinese boats, we resumed the voyage up river. Lazily drifting along on the tide, the single oarsman taking life in that easy, holiday fashion so common to the East, we witnessed a series of delightful landscapes. Small hillocks, rolling away into the plain and merging again in the hills beyond—fantastic in shape, firca, ped, and lightly painted with the brush of early spring—the rich brown of the dead leaves lying on the golden sand and on the grim grey rocks blending with the fresh green of new life, and above, the fleecy clouds through which penetrate the rays of the morning sun—all gave a freshness and vigour welcome after the dreariness of winter. Nestling in the gulches were little clusters of farm-houses, their straw-thatched roofs bearing the mark of wind and storm, and occasionally there was seen a white-robed peasant, whose hermitage has been so rudely awakened, sitting near by idly contemplating the scene on the water.

After a few hours we reached the outskirts of the city, and the hubbub of cries was borne down the river and we could see crowds of Korean labourers busily at work on the tons of commissariat stores in the junks at the water's edge and piled along the shore.

The landmark of time—the ancient city wall—is only a crumbling mass of masonry, and the gateway by the bridge is a relic of the days before the civilisation of Korea. Immediately on disembarking we made towards the heart of the city and obtained quarters.

Pingyang is one of those places where better to be out of than in. It is difficult to understand why Korea has been called a Hermit Kingdom, for, surrounded by the accumulated filth of ages, Pingyang itself has companions enough to belie that term!

Two main streets, one some thirty feet wide and the other barely twenty feet in width, form the business section of the city. Small squallid, and poorly constructed, the buildings are of most uninviting appearance. At present the happy expedient of housing the soldiers in the shops and placing the goods for sale outside, having been adopted, these streets are a series of bazaars, and the articles for sale form a medley as rich as could be found anywhere. Glaring prints and son-bre liaises, numerous tin-plated and embossed, grotesque collections of iron ware—their usefulness beyond doubt but their value decidedly questionable—Manchester and German goods jostling with the products of Japan, and above it all the oppressive, stifling, dirty premises. Happily contrasted are the shops occupied by the Japanese merchants, which are, as a rule, cleanly and well-arranged. Gradually the methods and "jo" of these newcomers will oust the native traders, and the fire and influx as the result of the war will no doubt greatly accelerate this. Owing to the increased use of Japanese silver in the city numberless money-changers' establishments have sprung up. Seated on their little stools in front of benches the money-changers carry on a perfect "wangle and gangle" with the "Tomnies" over the money that is to be changed. The yen changes for five yag, or some twenty quarter-yen pieces. These quarter-yen coins are similar to the Japanese five-yen piece, and although somewhat cumbersome, are much more preferable to the universal strings of cash they bid fair to supersede.

No doubt the general tone of the city is altered under the peculiar conditions existing, for the crowds mostly consist of coolies employed under the troops in commissariat work. Without the city walls, to the south-west, the greatest activity prevails, for here, located on a plateau, are situated the commissariat sheds. From the river, long lines of transport waggon, horses, Korean coolies, and fatigued duty soldiers may be seen transferring the loads to the encampment. Hundreds of neat transport carts are close by, waiting to take the loads of provisions along the line of communication. There are four long sheds forming a compound, and inside this the bales are stacked.

Looking down on the city from an eminence the uniformity of the housetops is seldom broken by any differently constructed building. Out on the ridges that surround the city walls can be seen, plainly silhouetted against the clear sky, the patrolling horsemen, and occasionally a returning guard. Floating jauntily over several larger buildings is the American flag, and on closer inspection the buildings prove to be the homes of missionaries. They are not at all pre-arranged buildings, mostly Korean in structure though not in surroundings.

On Easter Sunday in the glorious spring sunshine could be seen several Europeans wending their way to a building outside the walls. Within, the little congregation were holding their Easter service. And most impressive it was—that tale of Easter Day re-told, in the wilds of Korea, surrounded by all the grim realities of war—where the first food of the power had so lately been laid to their long rest, and the others were waiting the call to fight for their country's cause—how the tale of yegonne days must have been recalled!

Pingyang is not overcrowded with troops at the present time. There are only the Commissary Corps, the Hospital, and (a new addition to the battlefield, I believe) the Photographic Corps; but whatever their number may have been, all the foreign residents are unanimous in saying that surely no such orderly occupation by troops has ever before been effected. There has been no quarrelling with the natives, who are well paid for their labour, and there has been an absolute freedom from petty pillage.

Prices for provisions have greatly increased, cattle fetching on the hoof some Y85 a-piece. Small Korean ponies, valued at Y20, now cost upwards of Y100 a-piece. Almost everything has proportionately advanced in price. News of the Japanese advance is daily given to the Japanese correspondents who are here, but the usefulness of this is negated by the fact that the telegraphic facilities are not of the best, and owing to the congested state of things a wire handed in as a press message does not obtain any preference over the commercial ones. I may mention a case in point at Chinnampo. I handed in a message at noon; it was composed of information that was circulating around the town and was accepted over the counter and the money in payment—about Y6—taken from me. Inquiring at 3 p.m. if the message had been dispatched I received an answer in the affirmative and thereupon left my address, &c., for any reply wires. At 6.30 I again went to the telegraph office and inquired about my telegram of the man of whom I had inquired in the afternoon and to whom I handed the message at noon. "Casualty asking at what time my first message was sent, judge my annoyance when I was informed that the message had not yet been sent, and the man in charge, who spoke English, thought it could not go! I demanded the return of my money, and after a good deal of haggling received it. Yesterday I handed in an officially-sanctioned message at a little after 12 a.m. On inquiry at 3.30 p.m. I was informed that it had not yet gone. When did it go?

Correspondents not having the division to which they are attached specified on their passes cannot take the northward trip—"J" in *Kobe Chronicle*.

As previously stated, the total cost of the vessels which were destroyed in the attempts to block the entrance to Port Arthur amounted to Y1,741,800. This amount is made up by the following figures:—

Vessels sunk in the first attempt:—

"Bushu-maru" Y. 75,000
"Buyo-maru" 90,000
"Hokoku-maru" 91,800
"Jinsen-maru" 100,000
"Tenshin-maru" 267,000
Total Y. 623,800

Vessels sunk in the second attempt:—

"Fukui-maru" Y. 124,000
"Yoneyama-maru" 130,000
"Yahiko-maru" 201,000
"Chiyo-maru" 163,000
Total Y. 618,000

The prices seem high when it is considered that they were described as old vessels.

RUSSIANS AT LIAOYANG.

The *Sin Wan Pao* is told by a Fengtien despatch that each of the eight gates of the Inner City of Moukden has been guarded by a Russian sentinel while the eight gates of the Outer City had been watched by Chinese soldiers, but lately the Russians suddenly and without authority removed the Chinese watchmen and replaced them by their own nationals. Large and small carts, and luggage and goods or merchants leaving or entering the city are vigorously searched at the gates by the Russians. The Russians have been digging entrenchments and erecting forts at a point eight li east of the City. They have also been putting up more forts in the western suburb.

The Russian authorities at Port Arthur and Newchwang are said to be playing some ridiculous tricks. They march a number of men and guns from the station to the forts or barracks as if they had just arrived at the place from the interior and then a sent back to the station during the night by some byways. The men and guns are again sent out in the morning and in it is place are deceived as to the real strength of the garrison and reports get about of constant arrivals of Russian troops.

NEWS FROM KOREA.

(From Japanese Exchange.)

The Korean troops hitherto stationed at Pingyang set out for Kiojo on the 11th inst. The Korean authorities give the number of men as 4553, but it is probable that there are not more than 300.—Mr. Hayashi, Japanese Minister to Seoul, has forwarded an official note to the Government asking them to take steps to ensure adequate protection for the officials, contractors and coolies employed on the Seoul-Fusan Railway, as the entire line is to be completed as soon as possible now. As the site for the Seoul station is narrow, permission has been asked for a further lot of 2,000 subso.

Most of the shells fired into Port Arthur during the bombardment of March 10th are said to have been ammunition found on board the captured steamer *Manchuria* which was bound for Port Arthur with 7,000 tons of war material. The Russians were greatly surprised at finding their own shells bursting among them. Thirty casualties occurred in one large fort, and the total Russian casualties were over three hundred killed and wounded. A Newchwang correspondent gives these figures as authentic.

The Russians do not allow Chinese telegrams to pass from Manchuria freely, the Government are employing mounted messengers to bring important news.

The Russians are commandeering provisions and other things in Mongolia on an extensive scale. The Mongolian chiefs are not strong enough to oppose the Russians and the Chinese Government are greatly troubled about the matter.

The Moscow municipality has provided the necessary material for the establishment of hospital boats on the Amur, Sungari, and other rivers running through the probable field of war.

The prisoners that are taken by the Japanese in this war are to be kept at Hiroshima, Osaka and Tokio. The prisoners taken during the China-Japan war were confined in these cities, it will be remembered.

THE BURNING OF THE KOREAN EMPEROR'S PALACE.

The Consul-General for Japan at Shanghai received the following official telegram from Tokio:—

On the 14th inst. at 10 p.m. a fire broke out from the Kanneiden building of the Korean Imperial Palace and all the buildings, with the exception of one building, the Kusetsen, of foreign type, were entirely destroyed. The Emperor had taken himself to the Library of the Imperial Household Department. The fire started accidentally in a chamber of the Kanneiden building where the Kang (native fire-place) was being repaired. During the conflagration the Japanese gendarmes and soldiers exerted their utmost endeavours for the extinguishing of the fire. This deed of our soldiers has caused a very good feeling in the Imperial Household. The foreign Ministers to Korea also expressed their thanks for the efforts made in protecting the Legations near the Palace.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Union Insurance \$515 b.
China Sugars 125 b.
Whampoa Docks 207 b.
Kowloon Wharves 91 b.
Hongkong Hotels 132
Green Islands 25
Shanghai Lands 4 p.m.
Farnham's 125 b.
Hongkong Wharfs 145 b.
Chinese Engineering 51 b.
Sumitras 57 b.
Langkats 287 1/2 sa.

Shanghai advices, of 16th inst., states: Business reported:—Tug and Lighters at Tls. 47 1/2. Lands at Tls. 107. Langkats at Tls. 292 1/2 cash. Tls. 295 for April, and Tls. 300 for June. Major Bros. at Tls. 37 1/2.

Business done direct:—Lands at Tls. 107. Waterworks at Tls. 400.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 14th April. I must have not been brisk this week, and our market shows a tendency to drag, especially in Docks which have receded from the high rates paid last week to clear settlement accounts. Indos are easier and Wharf shares have tumbled 15 points. Langkats are unchanged. On London the demand rate has firmed up from the lowest point established 2 1/2 to 2 3/4 obtainable to-day. From Hongkong 7 days is quoted 7 1/2 Consol £88 1/2.

Banks.—Hongkong and Shanghai Banks were placed at 160. In Hongkong the rate is firmer to-day. London quotes £63. National Banks are still wanted.

Insurances.—Fires.—A large fire occurred at the Hongkong and Kowloon Wharf and involved the Hongkong and China Fire Insurance Co.'s in losses estimated to be under \$5,000 each. Rates are slightly weaker in consequence.

Marines.—Nothing has been done in these stocks with the exception of a small lot of China Traders at \$57. Unions have advanced to \$490.

Wharves.—Shanghai and Hongkong Wharf shares were sold at Tls. 165, Tls. 162 1/2, Tls. 160 and Tls. 150 for cash. Yesterday April shares were 1 1/2 at Tls. 150. For June sales at Tls. 165 to Tls. 170 are reported. July at Tls. 150. Bears are worrying the market. Shares are in demand at the close. Kowloon is quiet. Yangtze Godowns are offering at Tls. 85.

Shipping.—Indo-China: The scarcity of available shares in currency is hardening rates and sustains this stock. For cash transactions are reported Tls. 68 to Tls. 67 1/2. Shares are wanted. For this month's account Tls. 69 1/2, 70, Tls. 6 1/2 and Tls. 68 have been done. For

July Tls. 73, Tls. 71, Tls. 69, 70, are published. Shipping generally is improving and good rates are obtainable at present. There are buyers of Macao Steamboats at \$28. Tugs were sold at Tls. 48 1/2 and Tls. 47 for ordinary and at Tls. 4 1/2 for preference.

Docks.—Farnham Boyds have steadily declined from Tls. 151 1/2, Tls. 145 to Tls. 144 for cash. For April Tls. 151 was obtained in the early part of the week. June at Tls. 154 and afterwards at Tls. 147 1/2. July shares have been sold at Tls. 150, Tls. 146 1/2, 148 1/2, 147 1/2, 146 1/2, 145 1/2, 144 1/2, 143 1/2, 142 1/2, 141 1/2, 140 1/2, 139 1/2, 138 1/2, 137 1/2, 136 1/2, 135 1/2, 134 1/2, 133 1/2, 132 1/2, 131 1/2, 130 1/2, 129 1/2, 128 1/2, 127 1/2, 126 1/2, 125 1/2, 124 1/2, 123 1/2, 122 1/2, 121 1/2, 120 1/2, 119 1/2, 118 1/2, 117 1/2, 116 1/2, 115 1/2, 114 1/2, 113 1/2, 112 1/2, 111 1/2, 110 1/2, 109 1/2, 108 1/2, 107 1/2, 106 1/2, 105 1/2, 104 1/2, 103 1/2, 102 1/2, 101 1/2, 100 1/2, 99 1/2, 98 1/2, 97 1/2, 96 1/2, 95 1/2, 94 1/2, 93 1/2, 92 1/2, 91 1/2, 90 1/2, 89 1/2, 88 1/2, 87 1/2, 86 1/2, 85 1/2, 84 1/2, 83 1/2, 82 1/2, 81 1/2, 80 1/2, 79 1/2, 78 1/2, 77 1/2, 76 1/2, 75 1/2, 74 1/2, 73 1/2, 72 1/2, 71 1/2, 70 1/2, 69 1/2, 68 1/2, 67 1/2, 66 1/2, 65 1/2, 64 1/2, 63 1/2, 62 1/2, 61 1/2, 60 1/2, 59 1/2, 58 1/2, 57 1/2, 56 1/2, 55 1/2, 54 1/2, 53 1/2, 52 1/2, 51 1/2, 50 1/2, 49 1/2, 48 1/2, 47 1/2, 46 1/2, 45 1/2, 44 1/2, 43 1/2, 42 1/2, 41 1/2, 40 1/2, 39 1/2, 38 1/2, 37 1/2, 36 1/2, 35 1/2, 34 1/2, 33 1/2, 32 1/2, 31 1/2, 30 1/2, 29 1/2, 28 1/2, 27 1/2, 26 1/2, 25 1/2, 24 1/2, 23 1/2, 22 1/2, 21 1/2, 20 1/2, 19 1/2, 18 1/2, 17 1/2, 16 1/2, 15 1/2, 14 1/2, 13 1/2, 12 1/2, 11 1/2, 10 1/2, 9 1/2, 8 1/2, 7 1/2, 6 1/2, 5 1/2, 4 1/2, 3 1/2, 2 1/2, 1 1/2, 1/2, 1/4, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 1/147573952589676412928, 1/295147905179352825856, 1/590295810358705651712, 1/1180591620717411303424, 1/2361183241434822606848, 1/4722366482869645213696, 1/9444732965739290427392, 1/18889465931478580854784, 1/37778931862957161709568, 1/75557863725914323419136, 1/151115727451828646838272, 1/302231454903657293676544, 1/604462909807314587353088, 1/1208925819614629174706176, 1/2417851639229258349412352, 1/4835703278458516698824704, 1/9671406556917033397649408, 1/19342813113834066795298816, 1/38685626227668133590597632, 1/77371252455336267181195264, 1/154742504910672534362390528, 1/309485009821345068724781056, 1/618970019642690137449562112, 1/1237940039285380274899124224, 1/2475880078570760549798248448, 1/4951760157141521099596496896, 1/9903520314283042199192993792, 1/19807040628566084398385987584, 1/39614081257132168796771975168, 1/79228162514264337593543950336, 1/158456325028528675187087900672, 1/316912650057057350374175801344, 1/633825300114114700748351602688, 1/1267650600228229401496703205376, 1/2535301200456458802993406410752, 1/5070602400912917605986812821504, 1/10141204801825835211973625643008, 1/20282409603651670423947251286016, 1/40564819207303340847894502572032, 1/81129638414606681695789005144064, 1/162259276829213363391578010288128, 1/324518553658426726783156020576256, 1/649037107316853453566312041152512, 1/1298074214633706907132624082305024, 1/2596148429267413814265248164610048, 1/5192296858534827628530496329220096, 1/10384593717069655257060992658440192, 1/20769187434139310514121985316880384, 1/41538374868278621028243970633760768, 1/83076749736557242056487941267521536, 1/166153499473114484112975882535043072, 1/332306998946228968225951765070086144, 1/664613997892457936451903530140172288, 1/1329227995784915872903807060280344576, 1/2658455991569831745807614120560689152, 1/5316911983139663491615228241121378304, 1/10633823966279326983230456482242756608, 1/21267647932558653966460912964485513216, 1/42535295865117307932921825928971026432, 1/85070591730234615865843651857942052864, 1/170141183460469231

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 22nd April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.
LONDON & ANTWERP	"ALCINOUS"	On 27th May.
GENOA, MARSEILLES & L'POOL	"PROMETHEUS"	On 7th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	On 14th June.

s.s. Telemachus for London and Antwerp is expected here from Shanghai daylight of 25th inst.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"YUNNAN"	22nd April.
SHANGHAI	"KWANGSE"	22nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "
SHANGHAI	"SHAOHSING"	23rd "
SHANGHAI	"CHENAN"	25th "
MANILA	"SUNGKIANG"	27th "
CEBU and ILO LO	"WUOZANG"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted through out with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at Reduced Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 23rd April, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 30th April, at 10 A.M.
PERLA	1980	A. H. Netley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 16th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4,371	A. Wagner	"
"ARABIA"	4,483	"	"
"AROGONIA"	5,198	"	"
"NUMANTIA"	4,370	"	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
5 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including 1st and 2nd Class, either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF:—At the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 34 hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class, \$3.00 for Single Journey.
2nd " " 1.50 " " " "
Meals 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 215 Wing Lok Street,
WENT & CO.,
Canton Agents.

Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVoux & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangelet, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Noel, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$3.00

Second Class European 3.00

First Class Chinese 1.50

Second Class Chinese80

Deck 30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,338.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ, MEXICO,
AND PORTLAND (OREGON).

THE Steamship

"CLAVERING."

Captain Birton, will be despatched for the
above Ports, on SATURDAY, the 23rd instant,
at 4 P.M.

For Freight, apply at the Company's Offices,
No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 16th April, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA".....Early May.

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 4th April, 1904.

Intimations.

REPUBLICA DE CHILE

ARMADA NACIONAL.

TENDERS.

THE CHILIAN TRAININGSHIP General

Baquedano will shortly arrive at this

port, and TENDERS are required for the

following articles:—

Cardiff Coal placed in bunkers.

Fresh Water.

Provisions for Sea.

Payal and Engineering.

Articles for Hospital, etc., etc.

For further particulars apply to the Chilean

Consul, where full list of articles required is

to be seen.

Tenders can be made for one or more arti-
cles. The ship retaining the right to accept or
refuse tenders.

All tenders must be presented to the Chilean

Consul, closed, and addressed to the Captain
of the ship.

Prices must be in English money as all
accounts will be paid in same.

THE CAPTAIN.

Hongkong, 21st April, 1904.

To Let.

TO LET.

ONE OFFICE ROOM on second floor,
Prince's Buildings.

Apply to—

REUTER, BROCKELMANN & Co.
Hongkong, 6th April, 1904. [479]

TO LET.

MEIRION, Nos. 1 and 2,
BOWRING VILLAS, No. 2.

Apply—

HUGHES & HOUGH,
8, Des Voeux Road.
Hongkong, 2nd April, 1904. [463]

TO LET.

A HOUSE in KNUITSFORD TERRACE,
No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th April, 1904. [488]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436]

TO LET.

A SMALL OFFICE, in Central of DES
VOEUX ROAD.

Apply to—

"B. C."
C/o Hongkong Telegraph.
Hongkong, 15th March, 1904. [379]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.
Available 1st March.

Apply to—

THE SAM WANG CO., LD.
Hongkong, 5th February, 1904. [218]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 6th April, 1904. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjion—Ngau Lau	16
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—Know	8
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	13
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-keok	45
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	27
Pigs' Chittlings—Chi cheong	2
" Brains—Chi Know	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	20
" Liver—Chi Kon	20
Pork, Chop—Chi Pai Kwat	20
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau Keok	55
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	20
" Liver—Yeung Con	20
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	15
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	39
Ducks—Ape	21
Doves—Pan Kap	20
Eggs, Hen—Kai Tan	20
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	28
Geese—Ngol	21
Geese, Wild Shanghai—Shung Hoi Ye Ngol	30
Musk Deer—Wong Keng	350
Hare—Tu Chai	55
Partridge—Che Khoo	60
Pheasant—Shao Kai	160
Pigeons, Canton—Pak Kup	30
" Hoihow—Hoihow Pak Kup	35
Quail—Um Chui	25
Rice Birds—Wo Fa Cheuk	25
Snipe—Sa Chui	25
Turkeys, Cock—Fo Kai Kung	65
" Hen—Sa Na	58
Wild Ducks, Shanghai—Salap	75
Teal—Shanghai, Sal Ap Chai	75
Wild Ducks, Canton—Sang Hing Si	75

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	19
Catfish—Chik Yu	11
Codfish—Mun Yu	14
Crabs—Hai	16
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	11
Dace—Wong Mei Lun	11
Dog Fish—Ti Tu Sa	9
Eels, Congor—Hai Man Yu	16
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	32
Garoupa—Sek Pan	90
Gudgeon—Pak Kup Yu	13
Herrings—Tso Pak	18
Halibut—Cheung Kwan Yu	18
Labrus—Wong Fa Yu	18
Loach—Wu Yu	24
Lobsters—Lung Ha	32
Mackerel—Chi Yu	14
Monk Fish—Mon Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	14
Pike—Fa Paw Poong	11
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	40
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	16
Roach—Chun Yu	9
Salmon, (Clon), fresh water—Ma Yau Yu	22
Shark—Sa Yu	9
Skate—Po Yu	9
Shrimps—Ha	24
Snapper—Lap Yu	22
Soles—Tat Sa Yu	20
Tench—Wan Yu	14
Turbot—Cho How Yu	20
Turtles, small, fresh water—Keok Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping Ko	60
" (Chefoo)—Tin Chun Ping Ko	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chi	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	4
" (brides), Macao—San Heung Chiu	3
Chestnuts, Chinese—Fong Lut	10
Carambola—Yeung Tou	10
Cocoanuts—Yeh Ts	—
Grapes—Sin Tai Ts	—
Lemons, China—Ning Moong	4
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning Moong	7
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangeteens, San Chuk Ts	—
Oranges, (Canton)—Sang Sheng Tim Crang	5
" Small—Tai Kut	7
" Mandarin—Tim Kut	10
Olives—Pak Lam	—
Pears, (Ame.)—Kam San Shut Li	8
" (Canton), Cooking—Sa Li	10

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for HATVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL."

Captain G. Philipps, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 23rd April,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th April, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLUMBO, PONDICHERY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,
at 1 P.M., the Company's Steamship
"ANNAM," Captain R. Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSHIPMENT.

This Steamer connects at COLUMBO with
the Australian Line S.S. *Nera* bound for
MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 2nd May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Company's
Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th April, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Lyra</i>	4,417	G. V. Williams	May 4
<i>Shawmut</i>	9,606	W. M. Smith	May 21
<i>Trenton</i>	9,606	T. W. Garlick	June 28
<i>Lyra</i>	4,417	G. V. Williams	Aug. 4
<i>Shawmut</i>	9,606	W. M. Smith	Sept. 1
<i>Trenton</i>	9,606	T. W. Garlick	Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Shawmut</i>	9,606	W. M. Smith	Ab. May 3
<i>Trenton</i>	9,606	T. W. Garlick	Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 19th April, 1904.

Consignees.

HAMBURG-AMERIKA LINIE.

FROM NEW YORK.

S.S. "ARABIA."

CONSIGNEES are hereby informed that
the Cargo ex the above steamer has
arrived here by

S.S. "HYSON."

For delivery, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th April, 1904.

Consignees.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex s.s. *Douro* and *Sidon*, from Havre,
ex s.s. *Sidon*, from Bordeaux, ex s.s. *Ville
de Constantine* and *Ville de Rochefort*,
in connection with above Steamers, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 18th instant, re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 25th instant, at Noon
will be subject to rent and landing charges.

All claims must be sent in to me on or be-
fore MONDAY, the 25th instant, or they will
not be recognised.

All damaged packages will be examined on
MONDAY, the 25th instant, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MANILA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
intimation is given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th April, 1904.

FROM HAMBURG, ANTWERP, PENANG,
AND SINGAPORE.

THE H. A. L. Steamship
"ARMENIA,"

Captain Forst, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th instant, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will
be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th April, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"LAISANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 20th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th April, 1904.

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "CLAVERING,"
FROM PORTLAND, OR.

THE above Steamer having arrived, Consignees
are hereby notified that their
Cargo is now being discharged into lighters, at
their risk.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Superintendent.

Hongkong, 16th April, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"SIBERIA,"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by SATURDAY, the 23rd instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 20th April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$6,500,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903.	64 %	\$657 1/2
National Bank of China, Limited.	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1913	54 %	London 63 1/2
Do. Founders	750	£1	£1	\$191,973		None		\$35 1/2
MARINE INSURANCES								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$1,601,143 \$781,415 \$906,877 \$920,000 \$151,932 \$331,342 \$322,138	\$1,959,926	\$32 for 1902	64 %	\$510 buyers
China Trade Insurance Company, Limited	21,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850	Nil.	\$4 for year ended 30.4.1903	64 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$675,000 \$103,130	\$186,284	\$12 for 1901	9 %	135
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 \$90,000	\$110,551	\$15 for 1902	8 %	\$185 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	8 %	\$287 1/2 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$125,675 \$2,561	\$319,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409 £140,000 £800	\$41,538	\$1 1/2 for second half year 1903	10 1/2 %	29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000 none	£5,380	10/- for 1902	6 %	\$95 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$185,000	Dr. \$63,123	\$5 for 1900		\$21 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$71,805	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,000 \$7,750	\$337	\$1.20 for year ending 30.4.03	3 1/2 %	\$32
Straits Steamship Company, Limited	5,000	\$100	\$100	\$357,000		\$8 for second half year 1902	11 %	\$20
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	5 %	\$145
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 sales
Do. Preference	100,000	Tls. 50	Tls. 50	none		Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 46 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$114 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,672	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,110	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.20 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$5 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$206 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 %	Tls. 147 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$5 for first half year 1903	4 1/2 %	\$250 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$150 buyers
Do. Preference	2,750	\$100	\$100	\$275,000		\$7 dividend	6 1/2 %	\$110
Howarth Friskine, Limited	12,000	\$100	\$100	\$1,000,000	\$8,015	\$10 for first half year 1902		\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$500,000 Tls. 487,110 Tls. 50,913		Final of \$1 1/2 making \$5 for 1903	5 1/2 %	\$97 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 5,000	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	10 %	Tls. 185
New Anny Dock Company, Limited	6,000	\$60	\$60	\$35,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$48 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 107 sales
Tientsin Land Investment Company, Limited	5,250	Tls. 100	Tls. 100	Tls. 51,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,361	Final of 1.70 making \$3.30 for 1903	6 %	\$53
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$132
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	6 1/2 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$35 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited	650	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3 1/2	7 1/2 %	Tls. 48 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,607 \$50,000	\$99,177	90 cents for 1903	8 1/2 %	\$100
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	H. Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 37 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Dr. Tls. 4,965	4 % for 1897		Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$0	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	12 %	Tls. 50 buyers
Alhambra, Limited	300	\$200	\$200	\$41,000	\$7	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	7,500	\$10	\$10			First year		\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$23 1/2 sales
China-Borneo Company, Limited	60,000	\$12	\$2	none	Nil.	60 cents for 1903	7 1/2 %	\$8.10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$15,000 \$1,802 \$60,000	\$5,077	Interim of 50 cents for 1903	7 %	\$14 1/2 buyers
Watkins, Limited	10,000	\$10	\$10		\$1,043	\$1 for 1903		\$7 buyers
Singapore Dispensary, Limited	600	\$50	\$50			\$5 for year ended 31.7.1902	14 1/2 %	\$70
China Prov. debt Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,413	90 cents for year ending 31.4.1903	7 1/2 %	\$13 buyers
Do.	30,000	\$10	\$10			45 cents	6 1/2 %	\$7 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£218 5	£7,387	Div. and 2/- bonus for 1902		\$140 buyers
Shanghai Gas Company, Limited	13,676	Tls. 50	Tls. 50	Tls. 45,000	Tls. 7,548	Final of Tls. 3 1/2 and bonus of 1/2 making Tls. 4 1/2 for 1903	7 1/2 %	Tls. 112 1/2 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37.6 making 52.6 for 1903	7 %	Tls. 400
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 607	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T. Tls. 140 sale
Tientin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		T. Tls. 130 sales
Hall & Holst, Limited	21,000	\$10	\$10	\$186,000	\$12,802	Interim of \$2 for 1903	13 1/2 %	\$30 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$8,395	\$8,395	\$10 for 1903	7 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$17 1/2 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$15 1/2 sales
Strait Ice Company, Limited	2,000	\$100	\$100	\$44,000		\$7 1/2 for second half year 1903	9 1/2 %	\$600 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$34,000	\$1,483	\$20 for year ending 30.11.1903	6 1/2 %	\$100
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$5,000	\$3,039	\$ 1/2 for year ending 31.7.1903	10 1/2 %	\$12 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$506	\$3 for 1903	8 %	\$37
Bell's Asbestos East-Asia Agency, Limited	8,504	12/6	12/6	none	\$100	None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$4,000	\$119	90 cents for year ending 31.5.1903	10 1/2 %	\$54 buyers
Do. Founders	100	\$10	\$10			\$3.70	14 1/2 %	\$210 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Final of 60 cts. making \$1.20 for the year	8 %	\$15 1/2
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$57,053	None		\$5 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$7,957	Interim of 50 cents for 1903/4	10 1/2 %	\$9 1/2
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 3,4769	Tls. 27,187	First quarterly dividend of Tls. 10	14 %	Tls. 29 1/2 sales
Shanghai Horse Bazaar Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 10,217	Tls. 5 for 1903	7 %	Tls. 71 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	14 1/2 %	Tls. 105 sales
Central Stores, Limited, Ordinary	6,000	\$15	\$12	\$7,000	\$7,353	Final of \$1.20 making \$7.20 for 1903	13 1/2 %	\$20 sales
Do. Founders	123							
E. L. Mondou, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,952	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	10 1/2 %	Tls. 63 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$16,000		\$10 for 1901	7 1/2 %	\$145 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000		\$1 div. and 25 cents bonus for half year ended 30.1.01	8 %	\$3 1/2 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$169,116		\$5 div. and \$1 1/2 bonus for 1903	8 %	\$95 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none		\$2 for year ended 31.10.1901	8 %	\$27
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$5